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Lancashire County Council.

HANDBOOK

OF

Bye-laws, Regulations, &c.

RELATING TO

TRAFFIC ON HIGHWAYS

IN THE

ADMINISTRATIVE COUNTY.

PRESTON:
Exors. of C. W. Whitehead, Avenham Street Mill.
1915.

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COUNTY PALATINE OF LANCASTER.

Bye-laws, Regulations, &c.,

RELATING TO

VEHICULAR TRAFFIC ON HIGHWAYS,

THE USE OF LOCOMOTIVES ON HIGHWAYS,

THE USE OF BICYCLES ON HIGHWAYS.

PRESTON:
Exors. of C. W. Whitehead, Avenham Street Mill,
1915.

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For convenience of reference the Bye-Laws, Regulations, Index, etc., are divided into four Parts, namely:—

PART I.—VEHICULAR TRAFFIC ON HIGHWAYS.

PART II.—EXEMPTION FROM "LIGHTS ON VEHICLES ACT, 1907."

PART III.—THE USE OF LOCOMOTIVES ON HIGHWAYS.

PART IV.—THE USE OF BICYCLES, &C., ON HIGHWAYS.

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PART I.

Vehicular Traffic on Highways.

HIGHWAYS AND LOCOMOTIVES (AMENDMENT) ACT, 1878.

Bye-Laws relating to Vehicles Drawn by Animal Power.

Made by the Justices of the County of Lancaster, as the County Authority, at the Annual General Session of the Peace, on the 29th day of June, 1882, and confirmed by the Local Government Board on the 31st day of August, 1882.

For prohibiting or regulating the use of any waggon, wain, cart, or carriage drawn by animal power, and having wheels of which the fellies or tires are not of such width in proportion to the weight carried by, or to the size of, or to the number of wheels of such waggon, wain, cart, or carriage as may be specified in such bye-laws; and

For prohibiting or regulating the use of any waggon, wain, cart, or other carriage drawn by animal power not having the nails on its wheels countersunk in such manner as may be specified in such bye-laws, or having on its wheels bars or other projections forbidden by such bye-laws; and

For prohibiting or regulating the locking of the wheel of any waggon, wain, cart, or carriage drawn by animal power when descending a hill, unless there is placed at the bottom of such wheel during the whole time of its being locked a skidpan, slipper, or shoe in such manner as to prevent the road from being destroyed or injured by the locking of such wheel; and

For prohibiting or regulating the erection of gates across highways, and prohibiting gates opening outwards on highways.

Extent of Bye-laws.

1. These bye-laws shall extend and apply to all main roads or other highways within the Administrative County of Lancaster.

I. Waggons, &c.

For prohibiting or regulating the use of any waggon, wain, cart, or carriage drawn by animal power, and having wheels of which the fellies or tires are not of such width in proportion to the weight carried by, or to the size of, or to the number of wheels of such waggon, wain, cart, or carriage as may be specified in such bye-laws:

For prohibiting or regulating the use of any waggon, wain, cart, or other carriage drawn by animal power, not having the nails on its wheels countersunk in such manner as may be specified in such bye-laws, or having on its wheels bars or other projections forbidden by such bye-laws:

For prohibiting or regulating the locking of the wheel of any waggon, wain, cart, or carriage drawn by animal power when descending a hill, unless there is placed at the bottom of such wheel during the whole time of its being locked a skidpan, slipper, or shoe in such manner as to prevent the road from being destroyed or injured by the locking of such wheel.

2. The owner, driver, or person for the time being employing or having the care or control of any waggon, wain, cart, or carriage drawn by animal power shall not cause or suffer such waggon, wain, cart, or carriage to be used on any main road, or other highway in contravention of any such of the following regulations as may be applicable to such waggon, wain, cart, or carriage.

Weights for Waggons.

Wheels of less than 2½ inches, weight 1 ton 10 cwt.

A waggon, wain, or other carriage having four wheels, of which the fellies or tires at the bottom or soles thereof shall be of a less width than two and a half inches, shall not use

any main road or other highway at any time when the weight carried by such waggon, wain, or carriage shall, together with the weight of such waggon, wain, or carriage, exceed one ton ten hundredweight.

Wheels of 2½ inches and less than 3½ inches, weight 3 tons 10 cwt.

A waggon, wain, or other carriage having four wheels, of which the fellies or tires at the bottom or soles thereof shall be of a width of two and a half inches, and less than three and a half inches, shall not use any main road or other highway at any time when the weight carried by such waggon, wain, or carriage shall, together with the weight of such waggon, wain, or carriage, exceed three tons ten hundredweight.

Wheels of 3 inches and less than 4½ inches weight 4 tons.

A waggon, wain, or other carriage having four wheels, of which the fellies or tires at the bottom or soles thereof shall be of a width of three and a half inches, and less than four and a half inches, shall not use any main road or other highway at any time when the weight carried by such waggon, wain, or carriage shall, together with the weight of such waggon, wain, or carriage, exceed four tons.

Wheels of 4½ inches and less than 6 inches, weight 4 tons 10 cwt.

A waggon, wain, or other carriage having four wheels, of which the fellies or tires at the bottom or soles thereof shall be of a width of four and a half inches, and less than six inches, shall not use any main road or other highway at any time when the weight carried by such waggon, wain, or carriage shall, together with the weight of such waggon, wain, or carriage, exceed four tons ten hundredweight.

Wheels of 6 inches and less than 9 inches, weight 6 tons.

A waggon, wain, or other carriage having four wheels, of which the fellies or tires at the bottom or soles thereof shall be of a width of six inches, and less than nine inches, shall not use any main road or other highway at any time when the weight carried by such waggon, wain, or carriage shall, together with the weight of such waggon, wain, or carriage, exceed six tons.

Wheels of 9 inches, weight 10 tons.

A waggon, wain, or other carriage having four wheels, of which the fellies or tires at the bottom or soles thereof shall be of the width of nine inches, shall not use any main road or other highway at any time when the weight carried by such waggon, wain, or carriage shall, together with the weight of such waggon, wain, or carriage, exceed ten tons.

Weights for Carts.

Wheels of less than 3½ inches, weight 1 ton 15 cwt.

A cart or other carriage having two wheels of which the fellies or tires at the bottom or soles thereof shall be of less width than three and a half inches, shall not use any main road or other highway at any time when the weight carried by such cart or carriage shall, together with the weight of such cart or carriage, exceed one ton fifteen hundredweight.

Wheels of 3½ inches and less than 4½ inches, weight 2 tons 5 cwt.

A cart or other carriage having two wheels of which the fellies or tires at the bottom or soles thereof shall be of a width of three and a half inches, and less than four and a half inches, shall not use any main road or other highway at any time when the weight carried by such cart or carriage shall, together with the weight of such cart or carriage, exceed two tons five hundredweight.

Wheels of 4½ inches and less than 6 inches, weight 3 tons.

A cart or other carriage having two wheels of which the fellies or tires at the bottom or soles thereof shall be of the width of four and a half inches, and less than six inches, shall not use any main road or other highway at any time when the weight carried by such cart or carriage shall, together with the weight of such cart or carriage, exceed three tons.

Wheels of 6 inches and less than 9 inches, weight 3 tons 5 cwt.

A cart or other carriage having two wheels of which the fellies or tires at the bottom or soles thereof shall be of a width of six inches, and less than nine inches, shall not use any main road or other highway at any time when the weight carried by such cart or carriage shall, together with the weight of such cart or carriage, exceed three tons five hundredweight.

A cart or other carriage having two wheels of which the fellies or tires at the bottom or soles thereof shall be of a width of nine inches, shall not use any main road or other highway at any time when the weight carried by such cart or carriage shall, together with the weight of such cart or carriage, exceed four tons. Wheels of 9 inches, weight 4 tons.

3. The owner, driver, or person for the time being employing or having the care or control of any waggon, wain, cart, or carriage drawn by animal power shall not cause or suffer such waggon, wain, cart, or carriage to be used on any main road or other highway if any nail on any wheel of such waggon, wain, cart, or carriage be not so countersunk as not to project beyond *one quarter of an inch* above any part of the surface of the tire of such wheel, or if there be on any wheel of such waggon, wain, cart, or carriage a bar or other projection so constructed or placed as to cause a deviation of any part of the bearing surface of any tire of such wheel to the extent of more than *one quarter of an inch*. Nails on wheels to be counter sunk.

4. The driver or person having for the time being the care or control of any waggon, wain, cart, or carriage drawn by animal power upon any main road or other highway shall not cause or suffer the wheel of such waggon, wain, cart, or carriage when descending a hill to be locked unless at the bottom of such wheel during the whole time of its being locked a skidpan, slipper, or shoe be placed so as to extend on either side to the full width of the tire of the wheel, and so as to prevent injury to the road by the forepart of such skidpan, slipper, or shoe, and otherwise in such manner as to prevent the road from being destroyed or injured by the locking of such wheel. Skidpan; when to be used.

5. In every case—

Where a suitable weighing machine may have been constructed or provided in, or in a conveniently accessible position adjoining, any main road or other highway, and where such Weighing.

machine may be vested in or may be subject to the control of the highway authority of the highway area in which such main road or other highway may be situate, or where the said highway authority, in pursuance of an agreement with the owner of such machine or otherwise in the exercise of any right or privilege, may be empowered to use such machine, or to cause the same to be used, from time to time, for the purpose of weighing any waggon, wain, cart, or carriage drawn by animal power upon such main road or other highway:

The driver or person having for the time being the care or control of such waggon, wain, cart, or carriage, subject to the condition hereinafter prescribed, and upon demand made to him by the surveyor, district surveyor, or assistant surveyor of highways, or by the district surveyor or assistant surveyor of the highway authority, or by an officer of the highway authority, who being duly appointed or empowered by the said authority in that behalf may have reasonable ground for believing that the weight carried by such waggon, wain, cart, or carriage is, together with the weight thereof, in excess of the weight specified in any bye-law for the time being in force as the maximum weight allowable in respect of such waggon, wain, cart, or carriage, shall cause such waggon, wain, cart, or carriage, together with the loading thereof, to be driven to such weighing machine for the purpose of being weighed thereby:—

Provided that such driver or other person shall not, in pursuance of the foregoing provisions, be required to drive such waggon, wain, cart, or carriage, together with the loading thereof, to such weighing machine, unless at the time when demand shall be made to him as aforesaid such waggon, wain, cart, or carriage shall be within a reasonable distance from such weighing machine.

Waggons &c., to be stopped for inspection.

6. The driver or other person having for the time being the care or control of any waggon, wain, cart, or carriage drawn by animal power upon any main road or other highway

shall not, without reasonable excuse, upon demand made to him by the surveyor, district surveyor, or assistant surveyor of highways, or by the district surveyor or assistant surveyor of the highway authority, or by an officer duly appointed or empowered in that behalf by the highway authority of the highway area in which such main road or other highway may be situate, neglect or refuse to stop such waggon, wain, cart, or carriage, and to permit such surveyor, district surveyor, or assistant surveyor of highways, or such district surveyor or assistant surveyor of the highway authority, or such officer as aforesaid, to examine the wheels thereof, in order to ascertain the width of the fellies or tires of such wheels, or whether the nails thereon are countersunk in such manner as may be specified in any bye-law for the time being in force, or whether such wheels have thereon bars or other projections forbidden by any such bye-law.

II. Gates.

For prohibiting or regulating the erection of gates across highways, and prohibiting gates opening outwards on highways.

7. A person shall not, except in such cases as are hereinafter specified, at any time after the date of the confirmation of these bye-laws erect a gate across any highway :

Provided that the foregoing prohibition shall not be deemed to apply in any case where a gate may be erected in substitution for a gate which, prior to the date of the confirmation of these bye-laws may have been lawfully erected across such highway, and where the situation, mode of construction, and manner of use of such gate shall be the same as the situation, mode of construction, and manner of use of the gate for which such first-mentioned gate may be substituted, or shall be such as to lessen as far as may be practicable the obstruction of the free passage on such highway.

8. A person shall not, except in such cases as are hereinafter specified, at any time after the date of the confirmation of these bye-laws erect a gate so as to open outwards on any highway :

Provided that the foregoing prohibition shall not be deemed to apply in any case where a gate may be erected in substitution for a gate which, prior to the confirmation of these bye-laws, has been lawfully erected so as to open outwards on such highway, and where the gate to be substituted cannot be erected so as not to open outwards on any highway without obstruction of or interference with the convenient use of such means of access to any premises as may have been afforded by the gate for which such gate may be substituted.

Fines.

9. Every person who breaks any of the foregoing bye-laws shall be liable for any one offence to a fine of *Two Pounds.*

Provided, nevertheless, that the Court of Summary Jurisdiction before which any such offence or fine may be prosecuted or enforced may adjudge the recovery of any sum less than the full amount of the fine imposed by this bye-law.

PART II.

"Lights on Vehicles Act, 1907."

ORDER OF EXEMPTION.

Made by the County Council on the 6th February, 1908, applicable to the Administrative County (exclusive of all Boroughs).

WHEREAS "The Lights on Vehicles Act, 1907," enacts that vehicles are to carry lights as therein provided in any street, highway, or road to which the public have access, and that any person offending against the provisions of the Act is liable on summary conviction to certain penalties as also therein provided.

And whereas by Section 4 of the said Act the Council of any County may by Order exempt from the operation of this Act vehicles carrying in the course of harvesting operations any farm produce to stack or barn during such months or periods in the year as may be specified in the Order, and any such Orders may be made either to take effect throughout the whole County, or take effect in part only of the County.

And whereas by Section 5 Sub-Section (3) the Bye-laws and Regulations made under "The Local Government Act, 1888," by the said County Council have, as from the first day of January, 1908, ceased to have effect.

And whereas the County Council are of opinion that vehicles carrying farm produce and used solely in the course of harvesting operations should be exempt from the operation of the Act.

NOW, THEREFORE, in exercise of the powers given to the said County Council by the Act in that behalf, the said Council doth hereby order that all vehicles carrying in the course of harvesting operations any farm produce to stack or barn during the months of June, July, August, September, and October, in every year, in any street, highway, or road, within the Administrative County of Lancaster, shall be exempt from the operation of the Act.

Given under the Common Seal of the said County Council for the County Palatine of Lancaster, this sixth day of February in the year one thousand nine hundred and eight.

L.S.

WM. SCOTT BARRETT,
Chairman.

HARCOURT E. CLARE,
Clerk of the County Council.

REAR LIGHTS ON VEHICLES.

Supplementary Bye-Laws.

Under Section 16 of the Local Government Act, 1888, and Section 5 (3) of the Lights on Vehicles Act, 1907, in the County Palatine of Lancaster (except Municipal Boroughs and the Mersey Dock Estate).

Made and passed by the County Council for the County Palatine of Lancaster at a meeting of the Council, held on the 7th day of November, 1912, at which 93 members of the Council were present, being not less than two-thirds of the whole number of the Council, and to come into operation on the 1st day day of February, 1913.

Rear Lights on Vehicles.

1. (1) Every person who shall cause or permit any vehicle to be in any street, highway, or road, to which the public have access, during the period between one hour after sunset and one hour before sunrise, besides complying with the requirements of "The Lights on Vehicles Act, 1907," shall provide such vehicle either (*a*) with a lamp or lamps in proper working order, and so constructed and capable of being so attached as when lighted to show to the rear a red light visible from a reasonable distance; or (*b*) with a reflector or reflectors at least $1\frac{1}{2}$ inches wide, in proper condition, and so constructed and capable of being so attached to such vehicle as to reflect to the rear, from a light carried by a vehicle approaching from behind, a red light visible from a reasonable distance.

If only one such lamp or reflector is provided, it shall be placed on the off or right side of the vehicle, or if such vehicle is used for the purpose of drawing behind it any other vehicle or load, on the off or right side of such other vehicle or load.

(2) Every person driving or being in charge of any vehicle in any street, highway, or road, to which the public have access, during such period as aforesaid, shall keep such lamp or lamps properly trimmed, lighted, and attached so as to show to the rear a red light as aforesaid, or such reflector or reflectors properly attached and in such condition as to reflect a red light as aforesaid.

Definition.

2. The expression "vehicle" in these Bye-Laws shall mean every vehicle machine or implement to which the Lights on Vehicles Act, 1907, applies, *except that it shall not include vehicles exempted from the operation of the Act by the Order of the County Council of the 6th February*, 1908, *that is to say, vehicles carrying in the course of harvesting operations any farm produce to stack or barn during the months of June, July, August, September, and October in every year.*

Extent and Commencement of Bye-Laws.

3. These Supplementary Bye-Laws shall have effect and be in force in the whole of the Administrative County of the County Palatine of Lancaster, except in such parts as are comprised within any Municipal Borough or the Mersey Dock Estate, and shall come into force on the 1st day of February, 1913.

Penalty.

4. If any person offends against these Supplementary Bye-Laws he shall be liable to a penalty not exceeding Forty Shillings, and in the case of a second or subsequent conviction to a penalty not exceeding Five Pounds. Provided that if a person driving or being in charge of a vehicle is charged with an offence against these Supplementary Bye-Laws, he shall not be convicted thereof if he proves to the satisfaction of the Court that such offence arose through the neglect or default of some other person whose duty it was to provide the vehicle with a lamp or lamps or reflector or reflectors.

Given under the Common Seal of the County Council for the County Palatine of Lancaster this seventh day of November, One thousand nine hundred and twelve.

L.S.

WM. SCOTT BARRETT,
Chairman of the Council.

HARCOURT E. CLARE,
Clerk of the County Council.

PART III.

The use of Locomotives on Highways.

Bye-Laws under "The Locomotives Act, 1898."

LOCOMOTIVE BYE-LAWS

Made by the County Council of the County Palatine of Lancaster, on the 1st day of November, 1900, and duly confirmed by the Local Government Board on the 29th day of January, 1901, which are now in force within the Administrative County of Lancaster (exclusive of all Boroughs).

For regulating the use of locomotives and of waggons drawn by locomotives on any highway.

1. Throughout these bye-laws the expression "the Council" means the County Council of the County Palatine of Lancaster, and the expression "the County" means the Administrative County of Lancaster (exclusive of Boroughs).

2. A person in charge of a locomotive on any highway shall not use the locomotive to draw more than four unloaded waggons, with or without any waggon solely used for carrying water for such locomotive:

Provided that this prohibition shall not apply in any case where, on application to the Council for permission to use a locomotive to draw more than four unloaded waggons, with or without any waggon solely used as aforesaid, such Council may grant such permission.

(Since this Bye-law was made, the Lancashire County Council have resolved that no permits shall be issued for Locomotives to draw more than three loaded or four unloaded waggons, except in the case of two-wheeled waggons, when permits may be granted for any number not exceeding six.)

3. A person in charge of a locomotive shall not cause or suffer the locomotive to remain stationary on any part of a highway for more than thirty minutes at any one time :

Provided that this bye-law shall not be deemed to apply in any case where the stopping of the locomotive for a longer period than thirty minutes

(*a*) is necessary in order to enable the person using the locomotive to comply with the requirements of any statutory provision or bye-law for the time being in force for the regulation of the use of locomotives ; or

(*b*) is rendered necessary by accident or other unavoidable cause.

4. Where for a continuous length exceeding one hundred yards a highway comprises a carriageway or cartway of a width less than sixteen feet, a person in charge of a locomotive shall not drive or suffer the locomotive to be driven upon the carriageway or cartway unless a person accompanying the locomotive shall precede the locomotive for a distance reasonably sufficient to warn the drivers of vehicles of the approach of the locomotive.

5. A person in charge of a locomotive shall not cause or suffer the locomotive to remain stationary on any highway, so that any wheel of the locomotive rests on any bridge, arch, or culvert, or within ten feet from the face of the abutment of any bridge, arch, or culvert.

Provided that this prohibition shall not be deemed to apply in any case—

(*a*) where, in pursuance of the statutory provision in that behalf, a locomotive may be required to be instantly stopped ; or

(*b*) where the stopping of a locomotive may be rendered necessary by accident, or other unavoidable cause.

6. (Repealed by annexed Bye-laws.)

7. A person in charge of a locomotive on any highway who may be required by any officer of the Council or police constable, duly authorised in that behalf, to stop the locomotive, for the purpose of enabling the officer or constable to ascertain by examination whether any provision of any statute or bye-law applicable to the locomotive has been or is duly complied with, shall forthwith cause the locomotive, if in motion, to stop, and shall not cause or suffer the locomotive to be again set in motion until such time shall have elapsed as may be reasonably necessary for the purpose of such examination.

The person in charge of the locomotive shall, in connection with such examination, give all reasonable assistance that may be demanded by the officer or constable requiring the locomotive to be stopped.

8. From and after the date of the confirmation of these bye-laws, the bye-laws with respect to locomotives which were made by the County Authority, and were confirmed by the Local Government Board on the 31st day of August in the year One thousand eight hundred and eighty-two, and on the 21st day of November, in the year One thousand eight hundred and ninety-five respectively shall be repealed.

BYE-LAW

Made by the County Council of the County Palatine of Lancaster, on the 4th day of May, 1905, with respect to Locomotives in the Administrative County of Lancaster.

From and after the date of the confirmation of this Bye-law so much of the Bye-law numbered 6 (six) in the Bye-laws under "The Locomotives Act, 1898," which were made by the County Council of the County Palatine of Lancaster, on the first day of November, 1900, and were confirmed by the Local Government Board on the 29th day of January, 1901, as relates to the prohibition of the use of Locomotives on the Bridges shewn in the Schedule hereunto appended, shall be repealed.

SCHEDULE.

Bridge.	Township.	Road.
Hollace	Torver	Ulverston to Coniston.
Satterthwaite	Satterthwaite	Ulverston to Hawkshead.
New-in-Pendle	Reedley Hallows	Burnley to Barley (Pendle).
Blackford	Unsworth and Bury	Whitefield to Bury.

Given under the Common Seal of the County Council for the County Palatine of Lancaster, the fourth day of May, 1905.

L.S.

JOHN T. HIBBERT,
Chairman.

HARCOURT E. CLARE,
Clerk of the County Council.

Allowed by the Local Government Board this fifth day of July, 1905.

L.S.

S. B. PROVIS,
Secretary,

Acting on behalf of the said Board under the authority of their General Order, dated the twenty-sixth day of May, 1877.

BYE-LAW

Made by the County Council of the County Palatine of Lancaster, on the 2nd day of February, 1911, with respect to Locomotives in the Administrative County of Lancaster.

From and after the date of the confirmation of this Bye-law the Bye-law numbered 6 (six) in the Bye-laws under "The Locomotives Act, 1898," which were made by the County Council of the County Palatine of Lancaster on the first day of November, 1900, and were confirmed by the Local Government Board on the twenty-ninth day of January, 1901, and so much of the Schedule to such Bye-laws as remains unrepealed by the Bye-laws under "The Locomotives Act, 1898," which were made by the said County Council on the fourth day of May, 1905, and third day of May, 1906, and were confirmed by the Local Government Board on the fifth day of July, 1905, and the twelfth day of July, 1906, respectively, shall be repealed.

Given under the Common Seal of the County Council for the County Palatine of Lancaster the sixth day of February, 1911.

L.S.

WM. SCOTT BARRETT,
Chairman.

HARCOURT E. CLARE,
Clerk of the County Council.

Allowed by the Local Government Board this twenty-ninth day of March, 1911.

L.S.

H. C. MONRO,
Secretary,

Acting on behalf of the said Board under the Authority of their General Order, dated the twenty-sixth day of May, 1877.

Heavy Locomotives exceeding 14 tons.

The Lancashire County Council, on the 3rd of May, 1906, passed the following Resolution with regard to Locomotives exceeding 14 tons in weight :—

Resolved—That, upon the recommendation of the Main Roads and Bridges Committee, the licences of all road locomotives found to weigh over 14 tons be forfeited, and that a special annual licence of exemption be granted, in the case of a locomotive weighing over 14 tons, on the application of an owner, for the purpose of conveying a single indivisible article which could not be delivered in sections, on the following conditions :—

1.—That the locomotive shall only be used for the purpose of drawing a single indivisible article which could not be drawn by an engine weighing less than 14 tons.

2.—That any question as to damage to the roads caused by extraordinary traffic or excessive weight shall not be the subject of an action, but shall be settled by a single Arbitrator to be appointed by agreement, or failing agreement, to be nominated by the President for the time being of the Society of Civil Engineers.

3.—The owner of the locomotive shall send a written notice to the County Surveyor, County Offices, Preston, at least two days before each occasion on which it is intended to use the locomotive on a road in the Administrative County, stating the route intended to be traversed.

4.—The owner of the locomotive shall, as far as possible, refrain from using the locomotive on a macadam road when the condition of the road is unfit for such heavy traffic.

REGULATIONS AS TO LOCOMOTIVE LICENCES, &c.

Made by the County Council of Lancashire, at a Meeting held on the 2nd day of February, 1899, for carrying into effect the provisions of "The Locomotives Act, 1898."

Licences.

1. The owner of a locomotive, required by the Act to be licenced, shall deliver to the Clerk of the County Council an application for a licence for the use of such locomotive, and shall furnish therein a true statement of the particulars therein required to be specified.

Forms of application may be obtained from the Clerk of the County Council, County Offices, Preston.

2. The owner of such locomotive shall pay a fee not exceeding £10 for the licence, if the weight of the locomotive (exclusive of water and coal) is not more than 10 tons, and an additional fee not exceeding £2 for every ton or fraction of a ton in excess of 10 tons.

3. The weight may be required to be proved by a voucher of the maker, or by weighing at such place as the County Council may indicate.

4. Every licence plate shall be returned to the Clerk of the County Council within seven days of the expiration of the licence in relation to which such plate has been issued.

Transfer of Licence.

5. The owner of a licenced locomotive, desiring to transfer the licence to another locomotive belonging to him, shall deliver an application to the Clerk of the County Council, and at the same time return the original licence and the licence plate.

Forms of application may be obtained from the Clerk of the County Council, County Offices, Preston.

Additional Licences for Locomotives not originally Licenced in the County of Lancaster.

6. The owner of a locomotive licenced in any other County or County Borough, desiring to take out an additional licence in the County of Lancaster, shall deliver an application to the Clerk of the County Council, and shall also produce the licence in force in such other County or County Borough.

Forms of application may be obtained from the Clerk of the County Council, County Offices, Preston.

The owner of such licenced locomotive shall pay a fee not exceeding £5 for such additional licence, if the weight of the locomotive (exclusive of water and coal) is not more than 10 tons, and an additional fee not exceeding £1 for every ton or fraction of a ton in excess of 10 tons.

Daily Travelling Fee for Locomotives not Licenced in the County of Lancaster.

7. The fee payable by the owner of a locomotive (which is licenced in another County or in a County Borough, and for which an additional licence has not been granted in this County) shall be 2s. 6d. for every day on which such locomotive is used on any highway in this County.

Application for such daily use shall be made, by the owner, to the Clerk of the County Council, who is authorised to give a receipt for such fee, which receipt shall be an authority for such use during the time specified, and shall be produced by the driver of the locomotive when required.

Forms of application may be obtained from the Clerk of the County Council, County Offices, Preston.

Registration of Agricultural and other Locomotives.

8. The owner of any locomotive required to be registered but not licenced, shall deliver an application to the Clerk of the County Council, who, upon payment of a fee of 2s. 6d., and upon being satisfied that the particulars required in the application are in order, shall register the same, and shall grant a certificate of registration and issue a registration plate.

The locomotives referred to in this bye-law are :—

1. Locomotives used solely for threshing, ploughing, or any other agricultural purpose ;

2. Locomotives, the property of one or more owners or occupiers of agricultural land, employed solely for the purpose of their farms, and not let out on hire ;

3. Locomotives not used for haulage purposes ;

4. Steam rollers, except those which belong to a road authority when used by them within their district ;

5. Locomotives, not being steam rollers, belonging to a road authority when used by them within their district.

Forms of application may be obtained from the Clerk of the County Council, County Offices, Preston.

Permission for Excess Weight carried by Waggons.

9. The owner of a locomotive desiring permission to use it to draw waggons on a highway within the Administrative County (except within any Municipal Borough therein), to carry weights in excess of those mentioned in section 4 of the Locomotives Act, 1861, as amended by the above-mentioned statute (The Locomotives Act, 1898), shall deliver an application to the Clerk of the County Council.

Forms of application may be obtained from the Clerk of the County Council, County Offices, Preston

Permission for Excess Number of Waggons.

10. The owner of a locomotive desiring to draw more than three loaded or four unloaded waggons, exclusive of any waggon solely used for conveying water, on any highway within the Administrative County (except within any Municipal Borough therein) shall deliver an application to the Clerk of the County Council, from whom forms of application may be obtained.

(Since Regulation 10 was made, the Lancashire County Council have resolved that no permits shall be issued for locomotives to draw more than three loaded or four unloaded waggons, except in the case of two-wheeled waggons, when permits may be granted for any number not exceeding six.)

11. Nothing in these regulations shall apply to a steam roller for the time being employed as such within its jurisdiction by any Highway Authority within the said County.

12. The Forms in the Schedule hereto shall be used for licences, registration, and otherwise. (Forms not printed in this book.)

13. These regulations shall come into operation on the 2nd day of February, 1899.

14. The Clerk of the County Council and his Deputies are authorised to act for the County Council for the purposes of the Act.

EXTRACTS FROM "THE LOCOMOTIVES ACT, 1898."

The attention of owners of locomotives is directed to the following Sections of "The Locomotives Act, 1898":—

A.D. 1898. Provisions as to weight carried by waggons. 24 and 25 Vict. c. 70.

1. (1) The council of a municipal borough as regards any highway situated in the borough, and the county council as regards any highway situated in their county but not in a borough, may permit any waggons drawn or propelled by a locomotive on the highway to carry weights in excess of those mentioned in section 4 of the Locomotive Act, 1861.

(2) If any person without such permission uses any waggon drawn or propelled by a locomotive on any highway to carry weights in excess of those mentioned in section 4 of the Locomotive Act, 1861, as amended by this Act, or, being the owner of the waggon, permits it to be so used, that person shall be liable for each offence, on summary conviction, to a fine not exceeding ten pounds.

(3) The proviso to section 4 of the Locomotive Act, 1861, is hereby repealed, and in lieu thereof it is enacted as follows:—

> Provided that the regulation of weight herein mentioned shall not extend to any waggon carrying only one block, plate, cable, roll, vessel of stone or metal, or other single article, being of greater weight than sixteen tons, but the fellies, tires, or shoes of such waggon shall not be less than eight inches in breadth, and any damage arising from the user of any such waggon shall be deemed to be damage caused by excessive weight within the meaning of Section 23 of the Highways and Locomotives Amendment Act, 1878, as amended by this Act.

41 & 42 Vict., c. 77.

Weight of waggons to be affixed thereon.

2. The weight unloaded of every waggon drawn or propelled by a locomotive shall be conspicuously and legibly affixed thereon, and every owner not having affixed such weight shall be liable for each offence, on summary conviction, to a fine not exceeding five pounds, and any owner who shall fraudulently affix thereon any incorrect weight shall be liable for each offence, on summary conviction, to a fine not exceeding ten pounds.

Limit to number of waggons.

3. (1) A locomotive shall not be used on any highway to draw more than three loaded waggons (exclusive of any waggon solely used for carrying water for the locomotive) without the consent, as far as regards highways situated in a municipal borough, of the council of the borough, and, so far as regards highways not so situated, of the county council.

(Since this Act was passed, the Lancashire County Council have resolved that no permits shall be issued for locomotives to draw more than three loaded or four unloaded waggons, except in the case of two-wheeled waggons, when permits may be granted for any number not exceeding six.)

(2) If any person uses a locomotive in contravention of this section, or being an owner of a locomotive permits it to be so used, that person shall be liable for each offence, on summary conviction, to a fine not exceeding ten pounds.

Erection and use of weighing machines.

4. (1) Road authorities shall have power to erect in their districts machines for weighing locomotives and loaded waggons drawn by them, and shall have power by their servants to require the persons in charge of such locomotives and waggons to proceed thither for the purpose of having such locomotives and waggons weighed. Provided that the road authority making such requirement shall pay for any loss caused by the delay if the weight should be found to be within the limits authorised by law, and that any person in charge

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of a locomotive who refuses or neglects to comply with any such requirements shall be liable for each offence, on summary conviction, to a fine not exceeding ten pounds.

52 & 53 Vict., c. 49.

(2) Where a road authority and the engine owner fail to agree as to the amount of compensation to be paid under this section, the differences between them shall be settled by arbitration under the Arbitration Act, 1889.

Where a road authority weighs locomotives and waggons under this section, a certificate of weight shall be given which shall exempt such locomotives and waggons from being weighed during the continuance of that journey.

38 & 39 Vict., c. 55.

(3) For the purposes of this section the council of any county borough and any district council may borrow under and subject to the provisions of the Public Health Act, 1875.

Regulations for locomotives passing on highways.

5. (1) When a locomotive is passing on any highway—

(*a*) two persons shall be employed in driving or attending to the locomotive; and

(*b*) in the case of any locomotive not being a steam roller another person shall be employed to accompany the locomotive in such a manner as to be able to give assistance to any person with horses or carriages drawn by horses meeting or overtaking the locomotive, and shall give such assistance when required; and

(*c*) when a locomotive is drawing more than three waggons, another person shall be employed for the purpose of attending to the waggons:

Provided that it shall not be necessary in the case of two locomotive plough engines (including their necessary gear) closely following one another, to employ more than five persons in all under the foregoing enactment, but one of these

persons shall be employed to accompany the engines and give assistance in manner thereby required.

(2) So long as the fires of a locomotive are alight, or the locomotive contains in itself sufficient motive power to move it, one person shall remain in attendance whilst it is on any highway although it is stationary.

(3) The lights required to be carried on a locomotive, whether stationary or passing on any highway, shall be carried between the hours of one hour after sunset and one hour before sunrise during the six months beginning the first day of April in any year, and between sunset and sunrise during the six months beginning the first day of October in any year, and there shall be carried in addition during those hours an efficient red light on the rear of the locomotive, or if it is drawing waggons on the rear of the last waggon, fixed in such a manner as to be conspicuous.

(4) Every light carried on a locomotive, or on a waggon drawn by a locomotive, shall be fitted with such shutters or other contrivances as will enable the light to be temporarily screened in an effective manner.

(5) If any of the provisions of this section are not complied with in the case of any locomotive, the owner of the locomotive shall be liable for each offence, on summary conviction, to a fine not exceeding ten pounds.

Locomotives not to meet on a bridge.

8. No locomotive shall be taken across any bridge so as to meet or pass any other locomotive upon such bridge, and any person who acts in contravention of this section shall be subject, on summary conviction, to a penalty not exceeding five pounds for every offence.

Licences for locomotives.

9. (1) Every locomotive shall be licenced by a county council, provided that this enactment shall not apply to any

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agricultural locomotive, to any locomotive not used for haulage purposes, to any steam roller, or to any locomotive belonging to a road authority when used by them within their district.

(2) The licence shall be taken out in the county in which the locomotive is at the time ordinarily used, or to be used, and shall remain in force for one year from the date on which it is granted and no longer: Provided that, if any question arises as to the county in which a licence is to be taken out under this section, such question shall be determined by agreement between the chairmen of the councils of the counties concerned, or in case of their failing to agree by an arbitrator appointed by them, or in their default by the Local Government Board.

(3) The council of a county shall grant a licence under this section on the payment of a fee not exceeding ten pounds if the weight of the locomotive (exclusive of water and coal) is not more than ten tons, with an addition not exceeding two pounds for every ton or fraction of a ton by which that weight exceeds ten tons in the case of a locomotive exceeding that weight.

(4) The council of a county shall on the grant of a licence provide the person to whom the licence is granted with a licence plate, having marked upon it the date and number of the licence and the name of the council by which it is granted.

(5) The licence plate shall be fixed in a conspicuous position to the locomotive in respect of which it is provided, and shall not be removed, whilst the licence is in force, without the consent of the council by whom the licence has been granted.

(6) A licence may, with the consent of the council by which it has been granted, be transferred from one locomotive to another locomotive belonging to the same owner.

(7) Where a locomotive is licenced in accordance with this section in any county, an additional licence may be taken out in any other county in the same manner and subject to the same provisions as in the case of the original licence, except that such additional licence shall expire on the same date as the original licence, and except that with regard to the payment to be made for licences a fee not exceeding five pounds shall be substituted for a fee not exceeding ten pounds, and an addition not exceeding one pound for an addition not exceeding two pounds.

(8) A locomotive in respect of which such an additional licence granted under this section by the council of any county is in force shall for the purpose of the use of the locomotive in that county be deemed to be licenced in that county.

(9) A locomotive shall not be used on any highway in a county in which it is not liceneed, except on payment to the council of the county of a fee not exceeding two shillings and sixpence for each day on which it is so used.

(10) If any person—

(*a*) uses on any highway a locomotive which is required to be but is not licenced in accordance with this section ; or

(*b*) uses a locomotive on any highway in a county in which the locomotive is not licensed without payment of the fee required by this section ; or

(*c*) fails to affix the licence plate to a locomotive in accordance with this section, or removes it in contravention thereof,

that person shall be liable for each offence, on summary conviction, to a fine not exceeding ten pounds.

Agricultural locomotives and steam rollers.

10. (1) All locomotives not required to be licensed under this Act shall be registered in the county in which they are ordinarily used or to be used in such manner as the county council may direct.

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(2) The county council may charge such a fee not exceeding two shillings and sixpence for registration under this section as they think fit, and on registration shall provide the person applying for registration with a plate with the registered number marked upon it.

(3) The plate shall be fixed in a conspicuous position to the locomotive in respect of which it is provided, and shall not be removed without the consent of the council by whom the locomotive is registered.

(4) If any person—

(*a*) uses on any highway a locomotive which is required to be but is not registered in accordance with this section ; or

(*b*) fails to affix the registration plate in accordance with this section, or removes it in contravention thereof,

that person shall be liable for each offence, on summary conviction, to a fine not exceeding five pounds.

(5) Any sums received on account of fees for registration under this section shall be carried to the county fund.

(6) This section shall not apply in the case of the use by any road authority of steam rollers belonging to them within their district.

Penalty for forging licence or registration plate.

11. Every person who shall forge, counterfeit, or tamper with, or who shall cause or procure to be forged, counterfeited, or tampered with, any licence plate, or registration plate, or who shall knowingly use any locomotive having thereon a licence plate or registration plate which has been forged, counterfeited, or tampered with, shall be liable, on summary conviction, to pay a fine not exceeding twenty pounds.

Power of owner of locomotive to exempt himself from fine on the conviction of the actual offender.

13. (1) Where an offence under any Act or bye-law relating to locomotives on highways, for which the owner of a locomotive or waggon is liable to a penalty, has, in fact, been committed by some servant, workman, or other person, that servant, workman, or other person shall be liable to the same penalty as if he were the owner.

(2) Where the owner is charged with any such offence he shall be entitled upon information duly laid by him to have any other person whom he charges as the actual offender brought before the court at the time appointed for hearing the charge, and if, after the commission of the offence has been proved, the owner proves to the satisfaction of the court that he had used due diligence to enforce the execution of the Act, and that the other person had committed the offence in question without the owner's knowledge, consent, or connivance, that other person shall be summarily convicted of the offence, and the owner shall be exempt from any fine.

Action of county councils

14. For the purposes of this Act the council of a county or borough may act through their surveyor or other authorised officer.

EXTRACTS FROM "THE HIGHWAYS AND LOCOMOTIVES (AMENDMENT) ACT, 1878."

The attention of owners of locomotives is also directed to the following sections of "The Highways and Locomotives (Amendment) Act, 1878" (*Part II.*):—

Section 28 enacts that it shall not be lawful to use on any turnpike road or highway a locomotive constructed otherwise than in accordance with the following provisions (that is to say):

1. A locomotive not drawing any carriage, and not exceeding in weight three tons, shall have the tires of the wheels thereof not less than three inches in width, with an additional inch for every ton or fraction of a ton above the first three tons: and

2. A locomotive drawing any waggon or carriage shall have the tires of the driving wheels thereof not less than two inches in width for every ton in weight of the locomotive, unless the diameter of such wheels shall exceed five feet, when the width of the tires may be reduced in the same proportion as the diameter of the wheels is increased, but in such cases the width of such tires shall not be less than fourteen inches; and

See page 21.

3. A locomotive shall not exceed nine feet in width or fourteen tons in weight, except by permission; and

Amended by order of the Local Government Board, dated 21st November, 1903 (See page 36.

4. The driving wheels of a locomotive shall be cylindrical and smooth-soled, or shod with diagonal cross-bars of not less than three inches in width, nor more than three-quarters of an inch in thickness, extending the full breadth of the tire, and the space intervening between each such cross-bar shall not exceed three inches.

The owner of any locomotive used contrary to the fore going provisions shall, for every such offence, be liable to a fine not exceeding five pounds.

Section 30 enacts that every locomotive used on any turnpike road or highway shall be constructed on the principle of consuming its own smoke, and any person using any locomotive not so constructed or not consuming, so far as practicable, its own smoke, shall be liable to a fine not exceeding five pounds for every day during which such locomotive is used on any such turnpike road or highway.

WOOD BLOCKS FOR LOCOMOTIVES.

The attention of owners and makers of locomotives is drawn to the following provisions of an Order of the Local Government Board, dated the 21st of November, 1903, which Order is in substitution for the Orders of the Local Government Board, dated the 26th of November, 1897, and the 4th of November, 1898 :—

A locomotive may be used the driving wheels of which, instead of being smooth-soled or shod with diagonal cross-bars, are shod with wooden blocks, subject to the following conditions :—

1. The width of each block, when the said width is measured along the circumference of the wheel, shall be not less than six inches.

2. The width of each block, when the said width is measured across the circumference of the wheel, shall be not less than six inches ;

Provided that if the width prescribed by sub-section (1) or sub-section (2) of section 28 of the Highways and Locomotives (Amendment) Act, 1878, for the tire of the driving wheels exceeds eighteen inches, the width of any block, when the said width is measured across the circumference of the wheel, shall be not less than the width prescribed by such of the following rules as may be applicable to the circumstances of the case ; that is to say,—

> If the width of the tire does not exceed twenty inches, the width of the block shall be six and a half inches.
>
> If the width of the tire exceeds twenty inches, but does not exceed twenty-two inches, the width of the block shall be seven inches.

If the width of the tire exceeds twenty-two inches, but does not exceed twenty-six inches, the width of the block shall be eight inches.

If the width of the tire exceeds twenty-six inches, but does not exceed twenty-eight inches, the width of the block shall be eight and a half inches.

3. The interval between any two blocks, when the said interval is measured along the circumference of the wheel, shall be not more than two inches.

4. The blocks shall be arranged in two or more rows, and so that a straight line drawn through the middle of each block shall pass through the middle of the interval between the blocks of the next row.

5. The blocks shall work on efficient springs or other elastic material, so as to yield with the pressure of the weight of the locomotive ; but not so that the surface of the wood block shall be at any time level with or depressed below the tire of the wheel.

6. No wheel shall be used any block of which is so worn that any metal rim surrounding the block protrudes beyond the surface of the block.

RULES FOR THE USE OF LOCOMOTIVES.

As the result of the various alterations in the Law, the following rules must now be observed when a locomotive is passing on the highway :—

(*a*) Two persons, at least, must be employed to drive or attend to the locomotive.

(*b*) Unless the locomotive is a steam roller, another person must be employed to accompany the locomotive in such a manner as to be able to give assistance to any person with horses, or carriage drawn by horses, meeting or overtaking the locomotive. He must give this assistance when required. No more, however, than five persons in all need be employed in the case of two locomotive plough engines (including their necessary gear) closely following one another ; but one of the persons must be employed to accompany the engines and give assistance in the manner above referred to.

(*c*) When a locomotive is drawing more than three waggons, an extra person must be employed to attend to the waggons. (61 & 62 Vict., c. 29, s. 5.)

(*d*) The driver of a locomotive must give as much space as possible for the passing of other traffic.

(*e*) The locomotive's whistle must not be sounded for any purpose whatever. The cylinder taps must not be opened within sight of anyone riding, driving, leading, or in charge of a horse upon the road ; and the steam must not attain a pressure such as to exceed the limit fixed by the safety valve, so that no steam shall blow off when the locomotive is upon the road.

(*f*) The locomotive must be instantly stopped on any person with a horse, or carriage drawn by a horse, putting up his hand as a signal to require it to be stopped. (28 & 29 Vic., c. 83, s. 3.)

(*g*) So long as the fires of a locomotive are alight, or the locomotive contains in itself sufficient motive power to move it, one person must remain in attendance on it while it is on any highway, although it is stationary. (61 & 62 Vict., c. 29, s. 5.)

(*h*) The person in charge of the locomotive must provide two efficient lights, to be affixed conspicuously, one at each side on the front of the locomotive. (28 & 29 Vict., c. 83, s. 3.) There must be carried in addition an efficient red light on the rear of the locomotive, fixed in such a manner as to be conspicuous. If the locomotive is drawing waggons, this additional light must be carried on the rear of the last waggon.

The lights required to be carried on a locomotive, whether stationary or passing on any highway, must be carried between one hour after sunset and one hour before sunrise during the six months beginning the 1st of April in any year, and between sunset and sunrise during the six months beginning the 1st of October in any year.

(*i*) Every light carried, whether on a locomotive or on a waggon drawn by a locomotive, must be fitted with shutters or some other contrivance which will enable the light to be temporarily screened in an effective manner. (61 & 62 Vict., c. 29, s. 5.)

(*j*) Subject to the Regulations to be made by Local Authorities it shall not be lawful to drive such locomotive along any public highway at a greater speed than four miles an hour, or through any city, town, or village at a greater speed than two miles an hour. (28 & 29 Vict., c. 83, s. 4.)

(*k*) Ploughing and threshing engines may work close to the fence or road, but a person must be stationed in the road to signal to the engine driver to stop the engines whenever necessary, and also to assist horses and carriages in passing. (28 & 29 Vict., c. 83, s. 6 ; 57 & 58 Vict., c. 37, s. 2.)

If any of these provisions are not complied with, the owner of the locomotive will be liable for each offence to a fine not exceeding £10. (28 & 29 Vict., c. 83, s. 3 ; 61 & 62 Vict., c. 29, s. 5.)

WEIGHTS TO BE CARRIED BY WAGGONS DRAWN BY LOCOMOTIVES.

"THE LOCOMOTIVES ACT, 1861."

24 & 25 Vict., Cap. 70 ; Section 4.

The attention of owners of locomotives is drawn to the following Section :—

It shall not be lawful for any waggon, wain, cart, or other carriage so drawn or propelled as aforesaid (*i.e.*, by a locomotive) not having cylindrical wheels, to carry any greater weight than is permitted in such waggon, wain, cart, or carriage by the General Turnpike Act ; and it shall not be lawful for any waggon, wain, cart, or other carriage having cylindrical wheels to carry over or above the weight of the waggon, wain, cart, or carriage any greater weight than one ton and a half for each pair of wheels, unless the fellies, tires, or shoes are four inches or more in breadth ; nor to carry a greater weight than two tons for each pair of wheels, unless the fellies, tires, or shoes are six inches or more in breadth ; nor to carry a greater weight than three tons for each pair of wheels, unless the fellies, tires, or shoes are eight inches or more in breadth, and for every single wheel one-half of that permitted to be carried on a pair of wheels ; nor in any case to carry a greater weight than four tons on each pair of wheels or two tons on each wheel. But if such waggons, wains, or other carriages are built and constructed with springs upon each axle, then they shall be allowed to carry one-sixth more weight in addition to the above-mentioned weights upon each pair of wheels.

Shortly, the effect of the foregoing section is as follows :—

If the wheels of the four-wheeled waggon are

	Without Springs, weight on the waggon must not exceed
less than 4 ins. wide	3 tons.
at least 4 ,, ,, ...	4 ,,
,, 6 ,, ,, ...	6 ,,
,, 8 ,, ,, ...	8 ,,

	With Springs, weights on the waggons must not exceed	
	Tons.	Cwts.
less than 4 ins. wide	3½	0
at least 4 ,, ,, ...	4	13
,, 6 ,, ,, ...	7	0
,, 8 ,, ,, ...	9	6

The maximum weight is 4 tons on each pair of wheels if without springs, and 4 tons 13 cwt. if with springs.

If a waggon is used for carrying only one block, plate, cable, roll, vessel of stone or metal, or other single article of a greater weight than 16 tons, the tires of the wheels must be at least eight inches wide. (Sub-sec. 3 of sec. 1 of "Locomotives Act, 1898," page 26.)

Sec. 12 of the same Act provides that the weight of every locomotive and the name of the owner or owners thereof shall be conspicuously and legibly fixed thereon. (28 & 29 Vict., c. 83, s. 7 ; 61 & 62 Vict., c. 29, s. 2.)

LOCOMOTIVES ON HIGHWAYS ACT, 1896.

Bye-Law

Made by the County Council of the County Palatine of Lancaster on the 6th day of August, 1914, pursuant to the Locomotives on Highways Act, 1896, Section 1, with respect

to Heavy Motor Cars in the Administrative County of Lancaster.

A person in charge of a heavy motor car (*i.e.*, a motor car exceeding two tons in weight unladen) shall not cause or suffer the heavy motor car to remain stationary on any highway so that any wheel of the heavy motor car rests on any bridge, arch, or culvert, or within ten feet from the face of the abutment of any bridge, arch, or culvert.

Provided that this prohibition shall not be deemed to apply in any case—

(*a*) where, in pursuance of the statutory provision in that behalf, a heavy motor car may be required to be instantly stopped ; or

(*b*) where the stopping of a heavy motor car may be rendered necessary by accident or other unavoidable cause.

The Common Seal of the County Council of the Administrative County of the County Palatine of Lancaster was affixed hereto in the presence of

L.S.

W. SCOTT BARRETT,
Chairman of the County Council.

HARCOURT E. CLARE,
Clerk of the County Council.

PART IV.

The use of Bicycles, &c., on Highways.

By Section 85 *of "The Local Government Act,* 1888," *bye-laws then in force for regulating the use of bicycles, etc., were repealed: bicycles, tricycles, velocipedes, and other similar machines were declared to be "carriages" within the meaning of the Highway Acts; and the following additional regulations were enacted and became Law, viz.:—* (5 & 6 Will. IV., cap. 50, sec. 78.)

(*a*) During the period between one hour after sunset and one hour before sunrise every person riding or being upon such carriage shall carry attached to the carriage a lamp, which shall be so constructed and placed as to exhibit a light in the direction in which he is proceeding, and so lighted and kept lighted, as to afford adequate means of signalling the approach or position of the carriage.

(*b*) Upon overtaking any cart or carriage, or any horse, mule, or other beast of burden, or any foot-passenger, being on or proceeding along the carriage way, every such person shall within a reasonable distance from and before passing such cart or carriage, horse, mule, or other beast of burden, or such foot-passenger, by sounding a bell or whistle, or otherwise give audible and sufficient warning of the approach of the carriage.

Fine, on conviction, not exceeding forty shillings.

(NOTE.—Cyclists on overtaking a vehicle should pass it on the off or right side, but on overtaking a led horse should pass it on the near or left side.)

HARCOURT E. CLARE,
Clerk of the Lancashire County Council.

County Offices, Preston,
December, 1911.

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